

URBAN RENEWAL PLAN

KEY HIGHWAY EAST INDUSTRIAL AREA

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KEY HIGHWAY EAST INDUSTRIAL AREA

URBAN RENEWAL PLAN

ORIGINALLY APPROVED BY

THE MAYOR AND CITY COUNCIL OF BALTIMORE

BY ORDINANCE NO. 87-986

June 29, 1987

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
417 E. FAYETTE STREET
BALTIMORE, MARYLAND 21202

BALTIMORE DEVELOPMENT CORPORATION
36 SOUTH CHARLES STREET
BALTIMORE, MARYLAND 21201

Original prepared November 18, 1986 and revised June 8, 1987

First Amendment dated December 6, 2007, approved by the Mayor and City Council of Baltimore by Ordinance No. 08-71, dated September 29, 2008.

Key Highway East Industrial Area
Urban Renewal Plan
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APPENDIX A: Mixed Use Development Controls

EXHIBITS:

1. Zoning Districts Map, dated November 18, 1986 and revised December 6, 2007
2. Land Use Plan, dated November 18, 1986 and revised December 6, 2007
3. Land Disposition Map, dated November 18, 1986
4. Property Acquisition Map, dated November 18, 1986

* This heading is specified by Section 1(5) of Ord. 08-71, even though it contradicted Section 1(8) of that same ordinance;
Exhibit 2 is listed above per Section 1(8) of the ordinance.

KEY HIGHWAY EAST INDUSTRIAL AREA

Urban Renewal Plan

A. DESCRIPTION OF PROJECT

1. Boundary Description

BEGINNING AT A POINT FORMED BY THE INTERSECTION OF THE NORTHERN RIGHT-OF-WAY LINE OF KEY HIGHWAY AND THE WESTERN LOT LINE OF COMMERCIAL HARDWARE, THE FORMER 1321 KEY HIGHWAY; THENCE RUNNING IN A NORTHEASTERLY DIRECTION AND BINDING ON THE WESTERN LOT LINE OF THE FORMER 1321 KEY HIGHWAY TO A POINT OF INTERSECTION WITH THE NORTHERN LOT LINE OF THE FORMER 1321 KEY HIGHWAY; THENCE RUNNING IN AN EASTERLY DIRECTION ALONG THE NORTHERN LOT LINE OF THE FORMER 1321 KEY HIGHWAY TO A POINT OF INTERSECTION WITH THE NORTHERN RIGHT-OF-WAY LINE OF WEBSTER STREET; THENCE RUNNING IN A SOUTHEASTERLY DIRECTION AND BINDING ON THE NORTHERN RIGHT-OF-WAY LINE OF WEBSTER STREET TO A POINT OF INTERSECTION WITH THE EASTERN RIGHT-OF-WAY LINE OF WEBSTER STREET; THENCE RUNNING IN A SOUTHWESTERLY DIRECTION AND BINDING ON THE EASTERN RIGHT-OF-WAY LINE OF WEBSTER STREET TO A POINT OF INTERSECTION WITH THE NORTHERN RIGHT-OF-WAY LINE OF KEY HIGHWAY; THENCE RUNNING IN A SOUTHEASTERLY DIRECTION ALONG THE NORTHERN RIGHT-OF-WAY LINE OF KEY HIGHWAY TO A POINT OF INTERSECTION WITH THE WESTERN LOT LINE OF 1407 KEY HIGHWAY; THENCE RUNNING IN A NORTHEASTERLY DIRECTION ALONG THE WESTERN LOT LINE OF 1407 KEY HIGHWAY TO A POINT OF INTERSECTION WITH THE U.S. GOVERNMENT PIERHEAD AND BULKHEAD LINE ESTABLISHED IN 1915; THENCE RUNNING MORE OR LESS IN A SOUTHEAST DIRECTION ALONG THE U.S. GOVERNMENT PIERHEAD AND BULKHEAD LINE ESTABLISHED IN 1915 TO THE POINT OF INTERSECTION WITH AN EXTENDED EASTERN LOT LINE OF 1022 KEY HIGHWAY; THENCE RUNNING IN A MORE OR LESS SOUTHERLY DIRECTION ALONG AND BINDING ON SAID EXTENDED LINE AND THE EASTERN LOT LINE OF 1022 KEY HIGHWAY AND CONTINUING ALONG AN EXTENSION OF THE EASTERN LOT LINE ACROSS KEY HIGHWAY TO A POINT OF INTERSECTION WITH THE SOUTHERN RIGHT-OF-WAY OF KEY HIGHWAY; THENCE RUNNING IN A NORTHWESTERLY DIRECTION AND BINDING ON THE SOUTHERN RIGHT-OF-WAY LINE OF KEY HIGHWAY TO A POINT OF INTERSECTION WITH THE WESTERN RIGHT-OF-WAY OF A 20 FOOT ALLEY WHICH IS 100 FEET WEST OF THE 1400 BLOCK OF WOODALL STREET; THENCE RUNNING IN A MORE OR LESS SOUTHERLY DIRECTION ALONG THE WESTERN RIGHT-OF-WAY LINE OF SAID ALLEY AND AN EXTENSION OF THAT LINE TO A POINT OF INTERSECTION WITH THE NORTHERN RIGHT-OF-WAY LINE OF EAST FORT AVENUE; THENCE RUNNING IN MORE OR LESS A WESTERLY DIRECTION AND BINDING ON THE NORTHERN RIGHT-OF-WAY LINE OF EAST FORT AVENUE TO A POINT OF INTERSECTION WITH THE EASTERN RIGHT-OF-WAY LINE OF LAWRENCE STREET; THENCE RUNNING MORE OR LESS IN A NORTHERLY DIRECTION AND BINDING ON THE EASTERN RIGHT-OF-WAY OF LAWRENCE STREET TO A POINT OF INTERSECTION WITH AN EXTENDED RIGHT-OF-WAY LINE OF A 10 FOOT ALLEY, 100 FEET NORTH OF THE 800 BLOCK OF EAST FORT AVENUE; THENCE RUNNING IN A WESTERLY DIRECTION AND BINDING ON THE EXTENDED NORTHERN RIGHT-OF-WAY LINE OF SAID ALLEY AND THE NORTHERN RIGHT-OF-WAY LINE OF SAID ALLEY TO A POINT OF INTERSECTION WITH THE EASTERLY, 65 FEET EAST RIGHT-OF-WAY OF KEY HIGHWAY; THENCE RUNNING IN A WESTERLY DIRECTION AND BINDING ON THE EXTENDED NORTHERN RIGHT-OF-WAY LINE OF SAID ALLEY AND THE NORTHERN RIGHT-OF-WAY LINE OF SAID ALLEY TO A POINT OF INTERSECTION WITH

THE EASTERN RIGHT-OF-WAY LINE OF A 13 FOOT ALLEY, 90 FEET WEST OF THE 1400 BLOCK OF BOYLE STREET; THENCE RUNNING IN A NORTHERLY DIRECTION AND BINDING ON THE EASTERN RIGHT-OF-WAY LINE OF SAID ALLEY, CROSSING HARVEY STREET, SAID ALLEY, AND THE NORTHERN RIGHT-OF-WAY LINE OF SAID ALLEY TO A POINT OF INTERSECTION WITH THE EASTERN RIGHT-OF-WAY LINE OF A 13 FOOT ALLEY, 90 FEET WEST OF THE 1400 BLOCK OF BOYLE STREET; THENCE RUNNING IN A NORTHERLY DIRECTION AND BINDING ON THE EASTERN RIGHT-OF-WAY LINE OF SAID ALLEY, CROSSING HARVEY STREET; THENCE RUNNING IN A WESTERLY DIRECTION AND BINDING ON THE NORTHERN RIGHT-OF-WAY LINE OF HARVEY STREET TO A POINT OF INTERSECTION WITH THE EASTERN LOT LINE OF 714 HARVEY STREET; THENCE RUNNING IN A NORTHERLY DIRECTION ALONG THE EASTERN LOT LINE OF 714 HARVEY STREET AND CONTINUING ALONG THE EASTERN RIGHT-OF-WAY LINE OF A 9 FOOT ALLEY, 73 FEET NORTH OF HARVEY STREET TO A POINT OF INTERSECTION WITH THE NORTHERN RIGHT-OF-WAY OF SAID 9 FOOT ALLEY; THENCE RUNNING IN A WESTERLY DIRECTION AND BINDING ON THE NORTHERN RIGHT-OF-WAY LINE OF SAID 9 FOOT ALLEY TO A POINT OF INTERSECTION WITH THE EASTERN RIGHT-OF-WAY LINE OF ANOTHER 9 FOOT ALLEY, 65 FEET EAST OF WEBSTER STREET; THENCE RUNNING IN A NORTHERLY DIRECTION AND BINDING ON THE EASTERN RIGHT-OF-WAY LINE OF THE SECOND 9 FOOT ALLEY TO A POINT OF INTERSECTION WITH THE SOUTHERN RIGHT-OF-WAY LINE OF KEY HIGHWAY; THENCE RUNNING IN A WESTERLY DIRECTION AND BINDING ON THE SOUTHERN RIGHT-OF-WAY LINE OF KEY HIGHWAY TO A POINT OF INTERSECTION WITH THE WESTERN RIGHT-OF-WAY LINE OF WEBSTER STREET; THENCE RUNNING IN A MORE OR LESS NORTHERLY DIRECTION ALONG THE WESTERN RIGHT-OF-WAY LINE CROSSING KEY HIGHWAY, TO A POINT OF INTERSECTION WITH THE NORTHERN RIGHT-OF-WAY OF KEY HIGHWAY; THENCE RUNNING IN MORE OR LESS A NORTHWESTERLY DIRECTION AND BINDING ON THE NORTHERN RIGHT-OF-WAY LINE OF KEY HIGHWAY BACK TO THE POINT OF BEGINNING.

2. Objectives

- a. To maintain the Key Highway East area as an industrial employment area while allowing for mixed use development.
- b. To promote economic development on the South Baltimore Peninsula and provide job opportunities for City residents.
- c. To encourage re-use of waterfront parcels for mixed use development that is compatible with adjacent industrial and residential areas.
- d. To encourage and assist in new industrial development where land or buildings are or become vacant or underutilized.
- e. To improve the visual appearance of the waterfront and the general area.
- f. To encourage the growth of maritime businesses, particularly those that serve the Port of Baltimore.
- g. To establish a plan review process to assure orderly and harmonious development in the area.

B. LAND USE PLAN

1. Permitted Land Uses

Only the use categories shown on the Land Use Plan Map, Exhibit No. 1, shall be permitted within the project area. These are Industrial, Mixed Use, and Public. Accessory uses (uses incidental and subordinate to and serving the principal use) including landscaping, off-street parking and loading will be permitted. In addition, present noncomplying structures and nonconforming uses will be permitted to continue, subject to the provisions set forth below.

a. Industrial

In the area designated on the General Land Use Plan Map as Industrial, uses shall include those permitted under the M-3 Zoning Classification of the Zoning Ordinance of Baltimore City, but specifically excludes those uses which cause emission of heavy smoke or noxious odors into the atmosphere and those which are obnoxious or potentially dangerous to health as determined by the Department of Housing and Community Development. Any existing M-3 use shall be permitted to continue and expand, subject to the provisions of the Plan and Zoning Code.

New office development is limited to a Floor Area Ratio (F.A.R.) of 1.

Marine and maritime services are defined to be facilities for the repair, assembly, and manufacture of vessels and other uses integral to the operations of a shipyard or boatyard. Sales of boats or ships less than 65 feet in length are permitted only when accessory to assembly or manufacture and repair. Rental of boats or ships less than 65 feet in length is not permitted. Rental or sales of boat slips is not permitted for boats less than 65 feet in length. Restaurants or taverns are not permitted.

b. Mixed Use

In the area designated on the General Land Use Plan as Mixed Use, uses shall be those listed under the B-2 category of the Baltimore City Zoning Code, with the exception of the following uses that are prohibited:

- (1) Automobile accessory stores – including related repair and installation services
- (2) Drive-in establishments
- (3) Garages, other than accessory, for storage, repair and servicing of motor vehicles not over 1½ tons capacity
- (4) Gasoline service stations
- (5) Parking, open off-street areas, for the parking of 4 or more motor vehicles.

The intent of a Mixed Land Use category is to allow a diversity of uses in areas near the waterfront. All development in the Mixed Land Use category must conform to the controls and restrictions enumerated in Appendix A: Mixed Use Development Controls.

c. Public

In the area designated on the General Land Use Plan as Public, uses shall be limited to parks; recreation and cultural centers; off-street parking facilities; fire houses; other public facilities; and landscaping, parking and loading facilities related to above uses.

d. Nonconforming Use

A nonconforming use is any lawfully existing use of a building or other structure, or of land that does not conform to the applicable use regulations of the district in which it is located according to the Zoning Code of Baltimore City.

Nonconforming uses shall be permitted to continue, subject to the provisions of Title 13 of the Zoning Code of Baltimore City.

e. Noncomplying Structure

A noncomplying structure, as set forth in Title 13 of the Zoning Code of Baltimore City, is any lawfully existing structure that does not comply with the bulk regulations of the zoning district in which it is located. These noncomplying structures shall be permitted to continue subject to the provisions of Title 13.

In addition, a noncomplying use - when such term is used herein - is any lawfully existing use of a building or other structure, or of land, that does not comply with the land use regulations of this Plan. These noncomplying uses shall be permitted to continue for an indefinite period of time, except that:

- (1) Any noncomplying land use which is discontinued for a period exceeding 12 months shall not be reestablished.
- (2) No change in the permanent physical members of a structure, such as bearing walls, columns, beams, or girders, or no substantial change in the roof or in the exterior walls shall be made in or to a building or structure except those required by law or except to make the building and use thereof conform to the regulations of this Plan; and
- (3) No noncomplying land use shall be changed to any other noncomplying land use, except as provided by the Board of Municipal and Zoning Appeals.

2. Regulations, Controls and Restrictions

a. Provisions Applicable to Properties in the Industrial and Public Areas as shown on the Land Use Plan Map, Exhibit No. 1

- (1) All structural and decorative elements of a building shall be repaired and maintained in good condition.

- (2) The following regulations shall apply to all plans for new construction (including parking lots), exterior rehabilitation, or change in use or demolition on any property. Regulations 2(a) and 2(c) do not apply to existing maritime and marine M-3 uses or expansion of such uses.
- (a) All parking areas and storage lots shall be maintained in good condition. Screening shall seek to minimize the adverse visual impact of storage activities. The amount and nature of the screening shall be determined by the nature of the storage area and surrounding land uses but should consider the need for adequate security and surveillance.
 - (b) All parking facilities shall be effectively screened. Screening may consist of a masonry wall or durable fence, or combination thereof, not less than four (4) feet in height, or in lieu of such wall or fence, a compact evergreen hedge of not less than four (4) feet in height at the times of original planting may be used. A lesser amount of screening may be authorized by the Board of Municipal and Zoning Appeals as a Special Exception or Variance. Screening and landscaping shall be maintained in good condition and shall be so designed and placed so as not to obstruct vehicle sight (sic!) distances at entrances and exits. The amount and nature of the screening shall be determined by the nature of the parking area and surrounding land uses but should consider the need for adequate security and surveillance.
 - (c) All land not covered by structures, paved parking, loading, or related service areas, paved areas for pedestrian circulation, or decorative surface treatments shall be provided with landscape treatment. Landscape treatment encompasses the planting of any, all or a combination of the following: trees, shrubs, ground cover, grass, flowers. The amount of landscape treatment should be determined by the nature of the development and should serve to improve the utility of the site, soften and relieve the effects of structure and pavement, and provide visual harmony.
 - (d) Except as otherwise provided in specific lot controls, no sign shall extend above the roof line or parapet wall of the building to which it is attached. No animated or pulsating signs shall be permitted.
 - (e) Exterior ventilation equipment or any mechanical equipment placed outside of a building, including on the roof, shall be effectively screened.
 - (f) Review of Plans for New Construction, Exterior Rehabilitation, or Change in Use.

All plans for new construction (including parking lots), exterior rehabilitation, or change in use on any property not to be acquired

under the provisions of this Plan shall be submitted to the Department of Housing and Community Development for review. Only upon finding that the proposed plans are consistent with the objectives of the Urban Renewal Plan shall the Commissioner of the Department of Housing and Community Development authorize the processing of the plans for issuance of a building permit. The provisions of this section are in addition to and not in lieu of all other applicable laws and ordinances relating to new construction.

(3) Demolition

All applications for demolition permits shall be submitted to the Department of Housing and Community Development for review and approval. Upon finding that the proposed demolition is consistent with the objectives of the Urban Renewal Plan, the Commissioner of the Department of Housing and Community Development shall authorize the issuance of the necessary permit. If the Commissioner finds that the proposal is inconsistent with the objectives of the Urban Renewal Plan and therefore denies the issuance of the permit, the Commissioner shall, within 90 days of such denial, seek approval of the Board of Estimates to acquire for and on behalf of the Mayor and City Council of Baltimore, the property, in whole or in part, on which said demolition was to have occurred, by purchase, lease, condemnation, gift or other legal means for the renovation, rehabilitation and disposition thereof. The applicant shall be advised in writing of the proposed Board action. In the event that the Board of Estimates does not authorize the acquisition, the Commissioner shall without delay, issue the demolition permit.

b. Provisions Applicable to All Land and Property to be Acquired

The following regulations, controls, and restrictions will be implemented where applicable by covenants, or other provisions in the agreements for land disposition and instruments of conveyance executed pursuant thereto:

(1) General Provisions

- (a) No buildings, structure, or parking area shall be constructed over an easement within the Project Area without the prior consent of the Commissioner of the Department of Housing and Community Development and the Director of the Department of Public Works.

(2) Obligations of Redeveloper of City-owned Property

- (a) The Redeveloper shall not enter into, execute, or be a party to any covenant, agreement, lease, deed, assignment, conveyances, or any other written instrument which restricts the sale, lease, use of occupancy of the property, or any part thereof or any improvements placed thereon, upon the basis of national origin, race, religion, sex, or color. Such agreement or covenant providing for this non-discrimination provision shall be

included in the instruments and the City of Baltimore shall be entitled to enforce it. The Redeveloper shall comply with all State and local laws, in effect from time to time, prohibiting discrimination or segregation.

- (b) The Redeveloper shall devote the land to those uses specified in the Plan and to no other uses.
- (c) The Redeveloper shall agree to retain the interest he acquires in the property transferred to him until he has completed the improvement, construction, and development in the area required by this Plan and the disposition instruments, and he shall further agree not to sell, lease or otherwise transfer the interest he acquires or any part thereof without the prior written consent of the Commissioner of the Department of Housing and Community Development or until the Department shall have certified in writing that the new Redeveloper will complete the improvement, construction and development in the area.

(3) Specific Lot Controls

In addition to the regulations stipulated in Section B.2, the following shall apply:

(a) Disposition Lot 1 - 1425-35 Key Highway

Disposition Lot 1 shall be limited to job producing uses complementary to the manufacturing and industrial service activities currently existing in and near the Key Highway East Industrial Area.

C. TECHNIQUES USED TO ACHIEVE PLAN OBJECTIVES

1. Acquisition

Properties designated for acquisition are indicated on the Property Acquisition Map, Exhibit 2. In the event that the acquisition of other properties is necessary in order to accomplish the objectives of the Urban Renewal Plan, such acquisition shall be in accordance with the appropriate provisions of Article 13 of the Baltimore City Code (1983 Replacement Volume as amended) or any other applicable codes, ordinances, or regulations.

2. Rehabilitation

Property rehabilitation shall comply with the codes and ordinances of the City of Baltimore. Cleaning of masonry façades by means of sandblasting shall not be permitted except where sandblasting is determined by the Commissioner of the Department of Housing and Community Development to be the only feasible means of surface cleaning of masonry and, where in her/ his opinion, it will not cause damage to historic building materials.

3. Relocation

The Department of Housing and Community Development assures that before firms or individual businesses are displaced from their present location of operation due to the requirements of this Plan, standard commercial structures within the displacees' financial means, in or near the project area, shall be identified.

Businesses displaced because of the requirements of this Plan shall be given added favorable consideration, but not necessarily priority, by the Department of Housing and Community Development in the review of redevelopment proposals.

4. Review of Development

- A. The Department of Housing and Community Development specifically reserves the right to review and approve plans and specifications for development or rehabilitation with respect to their conformance with the provisions of the Urban Renewal Plan. The Department shall have the right to take into consideration but shall not be limited to, the suitability of the site plan, building plans, elevations, construction details, access, parking, loading, signs, exterior lighting, refuse collection details, streets, sidewalks, and the comments of representatives within the project boundaries.

The Department of Housing and Community Development will fully utilize its Design Advisory Panel to work with developers in the achievement of high quality site, building, and landscape design.

- B. The Department of Housing and Community Development shall notify groups representing the communities within and adjacent to the Key Highway East Industrial Area, in order to review and comment. As to the form and content of all plans for the redevelopment of disposition lots, demolition, new construction, major exterior rehabilitation or changes in use. (*sic!*)

The representative groups shall submit written comments regarding the proposed developments or redevelopment to the Department of Housing and Community Development within 10 days after notification to review proposed activity; otherwise, it is assumed such action is acceptable. The Commissioner of the Department of Housing and Community Development retains the final authority to approve or disapprove all plans.

5. Land Disposition

Land and property interest acquired by the Mayor and City Council within the project area will be disposed of by sale, lease, conveyance, transfer or other legal means available to the City, in accordance with the Land Disposition Map, Exhibit 3.

The parcel shown on Exhibit 3 is schematic and approximate. The Department of Housing and Community Development shall have the right, in its discretion, to fix its precise boundaries and size. For purposes of disposition, the City-owned parcel or lot, as shown on Exhibit 3, may be subdivided or combined.

6. Zoning

All appropriate provisions of the Baltimore City Zoning Code shall apply to properties in the Project Area. Any change in the Zoning Code embodied in this Urban Renewal Plan and designated on Exhibit 4, Zoning District Map*, shall be approved by ordinance in accordance with the procedural requirements of the Baltimore City Zoning Code and Article 66-B of the Annotated Code of Maryland (1957 Edition, as amended).

D. DURATION OF PROVISIONS AND REQUIREMENTS

The Key Highway East Industrial Area Urban Renewal Plan, as it may be amended from time to time, shall remain in full force and effect, subject to Amendment of the plan by ordinance of the Mayor and City Council.**

E. PROCEDURES OF CHANGES IN APPROVED PLAN

The Urban Renewal Plan may be amended from time to time upon compliance with the requirements of law, provided that prior to passage of any ordinance approving substantial plan changes a public hearing to be held (*sic!*). Groups within and adjacent to the Key Highway East Industrial Area, including but not limited to the Coalition of Peninsula Organizations, the Federal Hill Neighborhood Association, and the Locust Point Civic Association shall receive, at least ten (10) days prior to such hearing, written notice of the time and place of such hearing. With respect to any land in the Project Area previously disposed of by the City for use in accordance with the Urban Renewal Plan, the then owner of such land whose interests therein are materially affected by such changes, shall receive at least ten days prior to such hearing written notice of the time and place of such hearing and information as to where a copy of the proposed amendments may be inspected.

F. SEVERABILITY

In the event it be judicially determined that any word, phrase, clause, sentence, paragraph, section or part in or of this Plan, or the application thereof to any person or circumstance is invalid, the remaining provisions and the application of such provisions to other persons or circumstances shall not be affected thereby, it being hereby declared that the remaining provisions of this Plan without the word, phrase, clause, sentence, paragraph section or part, or the application thereof, so held invalid would have been adopted and approved.

* Section 1 (8) of amending Ordinance 08-71 designates this item as Exhibit 1.

** No duration was included in the original (1987) Urban Renewal Plan either.

Revised 11-5-2008

A. Streetscape Guidelines

Streetscapes are among the most important urban design features. Because of their appearance, character, and the impressions they evoke, they create the public image of the City. That image is significant to how residents and visitors think and feel about the City. These standards establish appropriate requirements for the width, design, and uses of public and private street rights-of-way (for pedestrians, bicycles, and landscaping).

The following standards and guidelines apply to both the design and construction of public right-of-way improvements and privately financed improvements within the public right-of-way in conjunction with proposed development. All design of streetscapes shall be coordinated with the Department of Planning. The following standards should be followed in the design and construction of any streetscape improvements to Key Highway.

Key Highway

1. **Sidewalk Width** – Sidewalks shall be designed to accommodate the active, lively use that is generated by a mixed use environment. To ensure café seating, comfortable walking space, and lush street trees and landscaping, sidewalks shall be a minimum of 18' wide. If necessary, buildings shall be set back the necessary distance from the existing curb to provide the minimum specified width.
2. **Sidewalk Pavement** – Pavement should be designed to define the various areas of a sidewalk. Tree pit areas should be paved with a cobble or similar material to discourage pedestrian use and encourage storm water permeability. In walking and café seating areas, use of high quality concrete is encouraged for both maintenance and pavement consistency. Special paving to differentiate properties or buildings is discouraged.
3. **Street Trees and Landscaping** – Street trees should be planted every 25' – 30' on center within a minimum 4' wide tree zone. Trees shall be a minimum of 3" caliper when planted. Where feasible, trees should be planted with continuous trench or structural soils to provide adequate growing room for tree roots. Broadleaf trees, such as the London Planetree, are highly preferred for their shade and survivability properties. Additional tree pit and curb side landscaping, such as planters and light pole flower baskets, is also highly encouraged. Specifically, ground cover in tree pits with fencing is required to reduce run-off and discourage walking on tree pits.
4. **Street Furniture and Amenities** – Providing street furniture ensures a comfortable and inviting pedestrian experience. Where advantageous, street furniture, such as benches, trash cans, and bike racks, shall be provided along the sidewalk.
5. **Lampposts and Lighting** – Separate pedestrian scaled lighting is required along Key Highway. Highway or street lighting shall enhance and not detract from pedestrian spaces. Additionally, specific attention should be paid to reducing light pollution and concentrating lighting on paved surfaces rather than on building façades or the sky. Contemporary non-highway oriented lamp posts are encouraged. Cobra head lights are specifically discouraged.

B. Massing and Bulk Controls

The primary design objective for development along Key Highway is the creation of an appropriate street scale, ensuring a harmonious relation of new development to the neighborhood fabric. This is achieved by promoting buildings of “boulevard scale”, 5 to 8 stories, along Key Highway, thus promoting neighborhood scale development for properties that abut the neighborhood. All heights mentioned in this section are absolute maximums without exception or exemption, unless specifically stated otherwise.

Building Massing

Properties located within the area designated Mixed Use, as shown on the Land Use Plan Map, Exhibit No. 1*, shall conform to the following height requirements:

1. The maximum height of any building or structure shall be 90' (as measured from the mean elevation of Key Highway along a building's lot line).
2. Along Key Highway, Boyle Street, and Lawrence Street, buildings must be set back a minimum of 12' from the lot line above 65' (as measured from the mean elevation of Key Highway along a building's lot line).
3. Along Harvey Street, buildings must be set back a minimum of 30' from the lot line above 35' (as measured from the mean elevation of Harvey Street along a building's lot line), except for the area that is within 70' of a lot line along Lawrence Street that must continue a minimum setback of 12' along Harvey Street at the same height as the setback prescribed above in part 2.
4. That within the boundaries of the Plan, on the landside of Key Highway, buildings will be a minimum height of 45' and not more than a maximum height of 90'. Buildings above 35' in height on Harvey Street must be set back 30'. Buildings above 70' in height on Key Highway, Lawrence Street, and Fort Avenue must be set back 12'.

C. Building Design Guidelines

1. Building Wall

These guidelines will ensure that Key Highway is lined with buildings that have sufficient windows and active ground floor uses to create safe, secure, human scale, and animated streets. The street-level floor shall be occupied by “active uses”. These “active uses” include retail, restaurants, cafés, service-type businesses that activate the street with pedestrian traffic, and building entries and lobbies. All Key Highway frontage buildings shall, in their ground level street front façade and floor layout design, allow for potential retail uses. The guidelines require:

- A. Key Highway, as a boulevard pedestrian-oriented street, should have active uses on the ground floor, such as retail businesses, cafés, or offices with storefront style windows and doors facing the street.
- B. Glass on the ground floor must be clear vision glass; no heavily tinted or highly mirrored glass is permitted.

* This can be found in this Plan as Exhibit 2. – Ed.

- C. Upper floors must have street-facing windows to provide “eyes on the street”. Heavily tinted or highly mirrored glass is prohibited.
- D. Buildings should emphasize a distinct base that is composed of the first floor or the first two floors of the building. Each base will be designed to give the appearance of greater height than any other single floor.
- E. Penthouse portions of the building should be designed to create a sense of distinctly finishing the building. This architectural finish may be accompanied by change in the window rhythm, change in apparent floor height, setback, or use of alternate materials, or a combination of these elements.
- F. It is encouraged that the rooftop elements, such as mechanical equipment and rooftop access, must be screened and integrated into the architecture of the building through configuration, materials, coloration, and surface design.
- G. Distinctive corner and entry treatments are encouraged in order to enhance the building façades.
- H. The ground floor of buildings on major streets should be designed to accommodate signage in a manner that allows retail/restaurant tenants to achieve a distinct identity.

2. Street Frontage

In order to ensure the vitality of street life along Key Highway, the building wall along the streets must have a certain amount of transparency through the incorporation of doors and windows. The following are design standards for window/door openings and transparency of building elevations:

A. Key Highway

- (1) Ground Floor: A minimum of 70% of the linear horizontal dimension of the façade should be windows or doors.
- (2) Upper Floors: A minimum of 50-60% of the lineal horizontal dimension of the façade of each occupied floor should be windows or openings.

B. Lawrence Street Frontage

- (1) Ground Floor: A minimum of 40% of the linear horizontal dimensions of the façade should be windows or doors. No heavily tinted or mirrored glass is permitted.
- (2) Upper Floors: A minimum of 50-60% of the lineal horizontal dimension of the façade of each occupied floor should be windows or openings.

3. Building Materials

The materials palette for building façades may include a variety of different high quality cladding materials: granite, brick, limestone, other naturally occurring stone or cast stone of

high architectural quality, architecturally distinct masonry products, glass curtain wall, metal, and pre-cast concrete or poured in place concrete of high architectural quality. In masonry-type walls, punched windows are encouraged and should have a distinct rhythm. Continuous ribbon windows are discouraged. For tower or penthouse portions of buildings, glass curtain wall and metal panel is highly encouraged, to provide a sense of lightness, transparency, and openness. Stucco or stucco-like materials are discouraged. These guidelines are intended to outline objectives regarding the use of materials, relative scale, and creation of a human-scaled environment at the pedestrian level. They are not intended to impose a strict limitation on the architectonics of building form and style.

4. Curb Cuts and Servicing

In order to promote a lively urban architecture, it is essential to minimize the impact of parking garages entrances and service and loading areas on the pedestrian environment. The placement of vehicular entrances and loading areas shall respond to the urban context and adhere to the following guidelines:

- A. **Parking Garage Entrances:** Where feasible, a parking garage entrance shall not face Key Highway,
- B. **Loading and Servicing:** Loading and servicing areas must be internal to the blocks and typically accessed through service alleys and not through the pedestrian-oriented streets. No overhead service doors shall face Key Highway.
- C. **All service docks** will be internal to the building envelope, equipped with closable overhead doors. Bays will be dimensioned so that, during use, trucks (35 feet and less) will not project into the vehicular street space.
- D. **Service alleys:** Service alleys shall be screened from the pedestrian view as much as possible, with building façades and/or site walls with landscaping. Openings shall allow for the minimum vehicular cartway and shall be designed for pedestrian access where appropriate.

5. Parking Design

It is important to minimize the impact of parking structures on the character of pedestrian spaces and streets, while providing for sufficient and convenient parking for residences and businesses.

A. **Structured Parking**

Parking shall be “wrapped” with residential or commercial uses and not visible from Key Highway or Lawrence Street. If visible from other streets, the parking structure must respond to the urban context and adhere to the following guidelines:

- (1) The materials palette for parking garage façades may include a variety of different materials: granite, brick, masonry, limestone, other naturally occurring stone or cast stone, glass curtain wall, metal, and pre-cast concrete or poured in place concrete of high architectural quality.

- (2) Lighting of parking structures: Lighting should be adequate enough to provide safety and security, but should be screened and controlled so as not to disturb surrounding residences and properties.
- (3) Openings: Garage façades should be designed with a modulated system of vertical openings and façade detailing. False fronts pretending to enclose other uses are not encouraged. However, design attention to an overall building façade that fits comfortably and compatibly into the pattern, articulation, scale, and massing of surrounding structures is needed. As such, the size and pattern of openings is of particular concern and should be of a scale related to the systems of fenestration in the neighborhood. No continuous horizontal openings are allowed.
- (4) Louvers and Grills: Openings should have some form of screening material to block views of cars on upper levels and to screen surrounding properties from garage lighting as it is usually brighter than adjacent buildings and street lights. Louvers for the upper floors and vertical grills for the ground floor are suggested. For public safety there should be a view into the garage at grade, but a combination of a low wall and/or landscaping should screen the bumpers, tires, and headlight of cars.

B. No surface parking lots shall be permitted.

6. Sign Guidelines

All signs must be in accordance with the Zoning Code of Baltimore City. In addition, the following provisions apply:

- A. All signs shall be designed to be compatible with the surrounding neighborhoods and with the signage system and templates developed for each individual building design.
- B. When existing signs are removed, any holes or other damage shall be patched and painted as necessary to match the existing wall surface, and all unused brackets and conduits shall be removed.
- C. All lighting and electrical elements, such as wires, conduits, junction boxes, transformers, ballasts, switches and panel boxes, must be concealed from view.
- D. Flashing or moving signs are not permitted.
- E. Size/ Placement
 - (1) The total area of signs for a building façade may not exceed 2 square feet per linear foot of building frontage. This total area includes window signs, awning signs, logos, product signs, temporary signs, or any other signage. However, no sign identifying a building occupied by a single user may exceed 60 square feet; no sign identifying individual tenants in a multi-tenant building may exceed 25 square feet. A building sign must be mounted flat against the surface of the building to which it is attached.

- (2) Signs shall not be placed so as to obstruct windows, storefronts, architectural details, or cornices.
- (3) In no case shall a sign extend above the roof line or be placed on mechanical pent-houses.
- (4) Any sign placed above the second floor of a building will be subject to the approval of the Planning Commission.

F. Flat Signs

- (1) Flat signs shall be placed parallel to the building face and shall not project more than 12 inches from the surface of the building.
- (2) Painted signs on building surfaces or use of separate cutout letters shall be permitted in accordance with the above limits for flat signs.

G. Projecting Signs:

- (1) Projecting signs shall not extend more than 3 feet beyond the building surface.
- (2) All signs shall be double-faced with a maximum thickness of 12 inches.
- (3) No single projecting sign may exceed 12 square feet.

H. Flags and banners may be displayed on a temporary and permanent basis, subject to obtaining the necessary minor privilege, so long as the banner material is not faded, torn, or frayed, and the poles are well maintained. Banners may be displayed only from buildings at least 2 stories high and may not be less than 10 feet above the sidewalk. All banner poles along one street should be set at the same angle from the horizontal plane. Banners may project up to one-third the width of the sidewalk, but not more than 5 feet, whichever is greater. Any provision for flags and banners must otherwise conform to the provisions of City Ordinances.

I. Pole mounted and free-standing signs are not permitted.

D. Parking Requirements

The following requirements are set forth to ensure the adequate parking of developments with the Plan. (*sic!*) The off-street parking requirements are as follows:

(Spaces per 1,000 square feet of floor area unless otherwise noted)

| | |
|----------------------------|----------------------------|
| Office | 3.0 |
| Retail | 3.0 |
| Hotel | 1 space per guest room |
| Single Family Residential: | 2 spaces per dwelling unit |

Multiple Dwelling Units:

| | |
|---|-------------------------------|
| Studio up to 400 square feet | 1 space per dwelling unit |
| 1 bedroom or studio over 400 square feet | 1.25 spaces per dwelling unit |
| 2 bedrooms | 1.75 spaces per dwelling unit |
| 3 – 4 bedrooms | 2.0 spaces per dwelling unit |
| 5 + bedrooms | 2.5 spaces per dwelling unit |

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